



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
www.lakeapc.org

367 North State Street, Ukiah, CA 95482
Administration: Suite 204 ~ 707-234-3314
Planning: Suite 206 ~ 707-263-7799

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, November 13, 2019
TIME: 9:00
PLACE: Lake Transit Authority Caltrans-District 1
9240 Highway 53 Teleconference
Lower Lake, California 1656 Union Street
Eureka, California

Dial-in number: (877) 216-1555 / Access code: 249893

1. Call to Order/Roll Call
2. Adjourn to Policy Advisory Committee

PUBLIC EXPRESSION

3. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda

CONSENT CALENDAR

4. Approval of October 2, 2019 Minutes
5. Approval of Social Services Transportation Advisory Council (SSTAC) Roster

REGULAR CALENDAR

6. Presentation and Recommended Approval of the Pedestrian Facilities Needs Inventory and Engineered Feasibility Study (*Speka, Consultant*)
7. Public Hearing and Adoption of 2020 Regional Transportation Improvement Program Resolution # 19-20-10 (*Casey, Barrett*)
8. Discussion and Possible Approval of Resolution #19-20-11 to Amend the Lake Area Planning Council Rules Adding Language Regarding the Technical Advisory Committee and Other Subcommittees (*Speka*)

RATIFY ACTION

9. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council
10. Consideration and Adoption of Recommendations of Policy Advisory Committee

REPORTS

11. Reports & Information
 - a. Lake APC Staff Summary of Meetings – Administration and Planning Services
 - b. Lake APC Planning Staff
 - i. Sustainable Communities Transportation Planning Grant Update (*Speka*)
 - ii. Strategic Partnerships Planning Grant Update (*Speka*)
 - iii. Miscellaneous
 - c. Lake APC Administration Staff
 - i. Next Meeting Date – **December 11, 2019 (Lakeport)**
 - ii. Miscellaneous

- d. Lake APC Directors
- e. Caltrans
 - i. SR 29 Project Update
 - ii. Lake County Project Status Update
 - iii. Miscellaneous
- f. Rural Counties Task Force
 - i. Next Meeting Date – **November 22, 2019 (Sacramento)**
- g. California Transportation Commission
 - i. Next Meeting Date – **December 4 – 5 (Riverside)**
- h. California Association of Councils of Governments (CalCOG)
 - i. CalCOG Directors Meeting – **December 15, 2019 (Sacramento)**
 - ii. Focus on the Future – **December 17 – 19, 2019 (San Diego)**
- i. Miscellaneous

ADJOURNMENT

PUBLIC EXPRESSION

Any member of the public may speak on any agenda item when recognized by the Chair for a time period, not to exceed 3 minutes per person and not more than 10 minutes per subject, prior to the Public Agency taking action on that agenda item.

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the Lake County/City Area Planning Council office at (707) 263-7799, at least 72 hours before the meeting.

ADDITIONS TO AGENDA

The Brown Act, Section 54954.2, states that the Board may take action on off-agenda items when:

- a) a majority vote determines that an “emergency situation” exists as defined in Section 54956.5, **or**
- b) a two-thirds vote of the body, or a unanimous vote of those present, determines that there is a need to take immediate action and the need for action arose after the agenda was legally posted, **or**
- c) the item was continued from a prior, legally posted meeting not more than five calendar days before this meeting.

CLOSED SESSION

If agendized, Lake County/City Area Planning Council may adjourn to a closed session to consider litigation or personnel matters (i.e. contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.

POSTED: November 7, 2019

Attachments:

Agenda Item #4 – 10/2/19 Lake APC Draft Minutes

Agenda Item #5 – SSTAC Roster

Agenda Item #6 – Staff Report - <https://www.lakewalks.org/documents>

Agenda Item #7 – Reso & Staff Report

Agenda Item #8 – Reso & Staff Report -

Agenda Item #11a – Summary of Meetings



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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) (DRAFT) MEETING MINUTES

Wednesday, October 2, 2019

Location: City of Lakeport
225 Park Street, Lakeport, California

Present

Bruno Sabatier, Supervisor, County of Lake
Moke Simon, Supervisor, County of Lake
Russ Cremer, City Council, City of Clearlake
Russell Perdock, Council Member, City of Clearlake
Stacey Mattina, City Council Member, City of Lakeport
Kenneth Parlet, Council Member, City of Lakeport
Chuck Leonard, Member at Large
Rex Jackman, Caltrans District 1 (Policy Advisory Committee - Teleconference)

Absent

Vacant Position, Member at Large

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
Nephele Barrett, Planning Staff Lake APC (Teleconference)
Alexis Pedrotti, Admin. Staff - Lake APC
James Sookne, Admin Staff – Lake APC
Charlene Parker, Admin Staff – Lake APC
John Speka, Planning Staff – Lake APC
Danielle Casey, Planning Staff – Lake APC
Scott DeLeon, Public Works Director, County of Lake

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:01 a.m. Secretary, Charlene Parker, called roll. Members present: Sabatier, Simon, Cremer, Perdock, Mattina, Parlet Leonard, and Jackman (PAC).

2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:01 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

3. PUBLIC EXPRESSION

None

CONSENT CALENDAR

4. Approval of August 7, 2019 Draft Minutes

Director Cremer made a motion to approve the August 7, 2019 (draft) minutes, as presented. The motion was seconded by Director Sabatier and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Cremer, Perdock, Mattina, Parlet, and Rex Jackman (PAC); Noes (0); Abstain (0); Absent (2) – Director Leonard, Vacant Member-at-Large.

REGULAR CALENDAR

5. Discussion and Recommended Approval of the Second Amendment to the Lake Area Planning Council's FY 2019/20 Overall Work Program (OWP)

Alexis Pedrotti referenced the staff report and summary funding spreadsheets in the agenda packet. Alexis stated that it's common to have multiple amendments to the work program. Alexis explained that the carryover funding in the first amendment to the fiscal year 2019/20 work program was approved in September. She also reported that since the approval of the first amendment, there have been requests to amend two projects. The first project is Work Element 612; Countywide Technology Support Service. Alexis stated that at the last Technical Advisory Committee (TAC), Jeff Schwein, Green DOT Transportation Solutions, demonstrated his newly developed online Transportation Project Management database. Alexis stated that Green DOT has begun a preliminary database to incorporate the tracking and management of the overall work program, and to allow staff to communicate and track projects online with local agencies. Alexis noted at the September Lake TAC meeting, members recommended support of the development of the online project management tool, if the Lake APC Board members approved the project and enough funds were available.

Alexis reported that the second proposed change is Work Element 621; Transportation Voter Opinion Survey - County of Lake (Unincorporated Areas). In May, the Lake TAC discussed the need for a Transportation Voter Opinion Survey. The Lake TAC Members made a motion to support the opinion survey if the Lake County Board of Supervisor's wanted to move forward with the polling. Alexis noted that at the September Lake TAC Meeting Scott DeLeon announced that the Lake County Board of Supervisors had voted in support of the polling efforts and would be requesting funding support from the APC. Due to time constraints, staff would propose moving forward with this polling project request under the second amendment to ensure adequate time is allotted to complete the project and allow for education for a transportation sales tax measure. Alexis explained that funding for both projects would come from the reserve account.

Lisa asked Director Sabatier what the sentiment of the Lake County Board of Supervisors was on the transportation sales tax polling. Director Sabatier replied that the Board of Supervisor vote was unanimous to move forward with the polling. The Board wants to get a feel for what the community would like and data to back it up. Director Sabatier stated that they had two requests. The first one was to make sure that we don't overlap with the law enforcement tax measure. Director Sabatier said with the timeline we suggested there shouldn't be overlap. The second suggestion from the Board of Supervisors was that the feedback from the community on the failed prior measure was that people wanted the tax measure to be specific to road improvements.

Director Sabatier made a motion to approve the Second Amendment to the Lake APC Fiscal Year 2019/20 Overall Work Program, as presented. The motion was seconded by Director Simon and carried unanimously. Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Cremer, Perdock, Mattina, Parlet, and Rex Jackman (PAC); Noes (0); Abstain (0); Absent (2) – Director Leonard, Vacant Member-at-Large.

6. Discussion and Recommended Approval of the Second Amendment of the Lake Area Planning Council's FY 2019/20 Budget

Alexis noted that the first amendment approved in August identified funding adjustments to the Overall Work Program (OWP). Alexis explained the proposed second amendment is to include further carryover adjustments to the Local Transportation Funds for Administrative Purposes, 2% Bicycle and Pedestrian, Executive Directors Reserve and Consolidated Transportation Service Agency (CTSA) carryover. Alexis reminded that Board that 5% of Local Transportation funds are allocated to Lake Links as the CTSA. The Budget also reflects the Regional Surface Transportation Program (RSTP) carryover, for the Local Agencies, and the State of Good Repair funds, which flows into APC and then is distributed to Lake Transit Authority. The Budget summary shows the adjustments to each line item of the adopted 2019/20 Lake APC Budget. It is necessary for the budget to be amended to stay consistent with planning funds identified in the second amendment of the OWP, as well as all other funding sources that are administered in the Lake APC's Budget.

Director Mattina announced at 9:12 a.m. that Director Leonard has joined the meeting.

Director Sabatier made a motion to approve the Second amendment to the Lake APC Budget, as presented. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Simon, Cremer, Perdock, Mattina, Parlet, Leonard and Rex Jackman (PAC); Noes (0); Abstain (0); Absent (1) – Vacant Member-at-Large.

7. Discussion of the Draft 2020 Regional Transportation Improvement Program (RTIP)

Danielle Casey introduced herself as the newest employee of Lake APC. Danielle reported that at the California Transportation Commission (CTC) meeting in August they approved the State Transportation Improvement Program (STIP) Fund Estimate. Danielle explained that the 2020 STIP Fund Estimate for fiscal years 2023 through 2025, for Lake County was \$189,000. Currently \$108,000 of those funds have been dedicated Planning Programming & Monitoring. Danielle explained that the Lake TAC recommend not programming new funding for projects for this cycle that the remaining \$81,000 should be added to the reserve account. Danielle added that the Draft RTIP will be available for the Boards approval in November. Director Mattina asked if there were any questions.

Director Sabatier asked what the scope of what this money can be used for, because the City of Clearlake is looking into a study concerning the water flooding in their streets. Lisa replied that we would explore the water project/study a little more closely to figure out if we can put it into one of the grant programs.

Nephele Barrett explained that one of the rules that goes along with this funding is that you can't partially fund a project component, so that limits what we can do. That why it makes more since to leave the funding unprogrammed then in the future when there is more funding, we can fund whole project component.

RATIFY ACTION

8. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council

Chair Mattina adjourned the Policy Advisory Committee at 10:20 a.m. and reconvened as the APC.

9. Consideration and Adoption of Recommendations of Policy Advisory Committee

Director Cremer made a motion to adopt the recommendations of the Policy Advisory Committee and reconvene as the APC. The motion was seconded by Director Simon and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Cremer, Perdock, Mattina, Parlet and Leonard; Noes (0); Abstain (0); Absent (1) – Vacant Member-at-Large.

REPORTS

9. Reports & Information

a. Lake APC Staff Summary of Meetings –

Lisa Davey-Bates reported that staff has attended a deal of meetings on the Eleventh Street Corridor Study and Hwy 20 North Shore Traffic Calming Plan. Lisa noted this is more for information and the summary of meetings report was included for the Board's review, but staff was happy to answer any questions.

b. Lake APC Planning Staff

i. Sustainable Communities Transportation Planning Grant Update

John reported that the Bus Passing Facility Plan is in the final stages. John said the extra rendition of the new bus stop in Clearlake at Austin Park had to be added to the scope of work. The new bus stop is only about 50 feet away from the existing bus stop and has a large turnout, which is also more ADA compliant. The next step is to incorporate that rendition into the final report that should be available in the next couple of months.

John reported that the Pedestrian Facilities Needs Inventory project is close to completion. The consultant provided staff with an admin draft report yesterday. John explained that there will be a list of ten projects for each the City of Lakeport, City of Clearlake, Lake County and list of 20 State right-of-way projects. The consultant will have a presentation for the Board in November.

John Speka reported that the Eleventh Street Corridor Study project has a Technical Advisory Group meeting next week. John explained that the consultant has five different designs of potential fixes to make Eleventh Street more multi-module friendly. John noted we had a public outreach table at the Lake County Fair to promote the project. John stated that he is working with the consultant to schedule a workshop for the public to see the concept designs. Director Mattina asked if they have people that live on Eleventh Street that are participating. John replied that there has been some participation from people that live on Eleventh Street.

Director Parlet asked if there is a realistic timeline for this project. John replied that at this point it is just a plan, although we might have more information after we see the different designs.

John reported that we had a public outreach table at the Lake County Fair for the Hwy 20 North Shore Traffic Calming Plan. John reported that the plan is focused on traffic calming measures, pedestrians and bicyclists safety for the North Shore communities. John stated that two weeks ago we had a community meeting in Lucerne. He said that the consultant presented feasible options available to the community, such as visual narrowing the crossing enhancements, pedestrian flashing beacons and refuge islands. John said that the consultant will hash out the concept designs for the project to bring back to the community for another workshop in December. John explained that in combination with the improvements to Highway 53 and Highway 29, this project hopefully we will have the effect of slowing down traffic and help discourage trucks from using this as a through route.

John reported that Vehicle Miles Traveled (VMT) Regional Baseline Study, this study is to evaluate traffic impacts using standards based on VMT under the new California Environmental Quality Act (CEQA) that will take effect in July of 2020. John stated we just had the consultant selection committee to determine the consultant.

John reported that the State Route 53 Corridor Local Circulation Study is in the beginning stages. John explained that we only received one proposal for this study, now the process will be to provide Caltrans with justification for sole source proposal. Rex Jackman added that he knows APC has well publicized the Request for Proposals (RFP), it just needs to be documented and explained. Rex stated that it's not likely to be an issue.

Director Sabatier questions if the study will include adding a frontage road to the landlock properties from Olympic to Ogulin Canyon Road, so we could have access to those properties. John replied that the current study is not only looking at the highway itself, but it will also analyze the immediate surrounding and the circulation including the frontage roads. Director Cremer added that is what Clearlake is looking at for going forward for in the development of that area. Director Simon agreed and said it will make the residents in the area more at ease.

c. Lake APC Administration Staff

- i. Next Meeting Date— *November 13, 2019 (Lower Lake)*
- ii. Miscellaneous—

Lisa asked Director Simon and Director Sabatier if they could provide us with an update for the appraisal for the property for Lake Transit Authority. He stated that they were waiting for the Highland Water Company reports to know if there were any built-in projects on that property, then the Survey will be completed. Director Simon stated that there is some clarification on the easement with the Highland Water Company and a few other things that need to be completed. Director Mattina asked if they need the survey before they get the appraisal. Director Sabatier replied that the appraisal is done. Lisa clarified that we would like the information for the Transit and Intercity Rail Capital Program (TIRCP) call for projects that will be open in approximately one month.

d. Lake APC Directors:

Director Parlet asked if we can provide a list of the transportation acronyms for the Board Members. Lisa said that we will update and provide the list. Director Parlet announced that the CHP is ticketing drivers on the North Shore that are not stopping at the crosswalks.

Director Sabatier was thankful for the speedy work on the roundabout on Highway 53 and 20. Director Sabatier noted some complaints about the signage a lighting were rectified quickly.

Director Simon announced that the dedication for the Hartman Road on Thursday, October 17th was very nice and that roundabout has been well-received by the community.

e. Caltrans

- i. Lake County Project Status:

Rex Jackman stated that both Jamie Mattioli and Cathy McKeon had a scheduling conflict for today's meeting. Rex reported that Caltrans has recently hired two of the four current vacancies. Saskia Burnett is assigned to work with APC staff on grants and Regional planning, and is the new GIS specialist will work together update the Caltrans status sheet and map.

Rex provided an update on Lake 29 Segment 2C. Caltrans previously thought that PG & E would delay the project with utility relocation, however they are starting this month. The project bid opening is on October 9th and they hope to close a contract in December and begin the project in the spring.

Jamie wanted everyone to know that he and Area Construction Engineer will be attending the next MATH meeting on October 25th to discuss the shoulder widening on Lake 175.

Director Parlet questioned the materials on the side of the road and commented that the reflection works well. Rex stated it is based on whatever the current standards are. Lisa suggested that the standard may have changed for the autonomous cars. Director Simon asked when the estimated completion of that project. Rex said that Cathy will get back to him with a timeframe.

ii. Miscellaneous

Director Mattina asked how Phil Dow's Retirement Party was. Lisa said that it was a great party with a good turnout.

f. **Rural Counties Task Force**

i. Next Meeting Date – **November 2, 2019** (Sacramento)

g. **California Transportation Commission**

i. Next Meeting Date – **October 9 – 10 (Bay Area)**

h. **California Association of Councils of Governments (CalCOG)**

i. CalCOG Directors Meeting – **November 7, 2019** (Sacramento)

i. **Miscellaneous**

Nothing to report.

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 9:59 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker
Administrative Associate

**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)
MEMBERSHIP ROSTER - 2019**

		<u>TERM</u>
1. Potential Transit User 60 Years or Older	Vacant	Nov. 2018 – Oct. 2021
2. Potential Transit User Disabled	Kaye Bohren 1685 South Main Street Lakeport, CA 95453 Phone: 263-4789 / E-mail: kay.bohren@me.com	Nov. 2017 – Oct. 2020
3. Social Services Provider Seniors	Tavi Granger Manager for County Adult Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-5677 / E-mail: tavi.granger@lakecountyca.gov	Nov. 2019 – Oct. 2022
4. Transportation Provider	Holly Goetz, MSW, ASW Sutter Lakeside Hospital 5176 Hill Rd. E. Lakeport, CA 95453 E-mail: GoetzHR@sutterhealth.org	Nov. 2018 – Oct. 2021
5. Social Services Provider Disabled	Rev. Shannon Kimbell-Auth Adventist Health Clear Lake 15322 Lakeshore Drive, Suite 201 Clearlake, CA 95422 Phone: 707-461-4426 / E-mail: kimbels@ah.org	Nov. 2018 – Oct. 2021
6. Transportation Provider Disabled	Karen Dakari People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: karendakari@yahoo.com	Nov. 2019 – Oct. 2022
7. Social Services Provider Limited Means	Michele Dibble Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4364 / E-mail: mdibble@dss.co.lake.ca.us	Nov. 2017 – Oct. 2020
8. Consolidated Transportation Services Agency	Paul Branson P.O. Box 1355 Clearlake Oaks, CA 95423 Phone: 925-286-5494 / E-mail: shapingmobility@gmail.com	Nov. 2017 – Oct. 2020
9. Consolidated Transportation Services Agency	Karl Parker Lake Links P.O. Box 3001 Clearlake, CA 95422 Phone: 707-995-3330 / E-mail: karl.parker@lakelinks.org	Nov. 2019 – Oct. 2022



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Presentation, Discussion and Recommended Approval of the Pedestrian Facilities Needs Inventory and Engineered Feasibility Study

DATE PREPARED: 11/4/19
MEETING DATE: 11/13/19

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND:

The Pedestrian Facilities Needs Inventory and Engineered Feasibility Study, also known as “Lake Walks,” began with an award from the Sustainable Transportation Planning Grant Program in 2017. The intent of the project was to address existing deficiencies in the pedestrian network of the region by identifying priority projects and determining the feasibility of construction based on planning level cost estimates. By evaluating priorities and feasibility for improvements to pedestrian facilities, many future projects would have a clearer path towards construction once funding becomes available. Ultimately, the project provides a plan with options and recommendations leading to the eventual construction of new and infill pedestrian facilities and/or crossings within the region.

In March 2018, Lake APC entered into a contract with Eisen-Letunic to prepare the study. The subsequent year and a half was spent developing a priority list of pedestrian facility projects with the assistance of regional public works agencies, planning staffs and extensive amounts of public outreach. A final draft of the study has now been completed which includes a list of 40 potential pedestrian improvements: ten each for the cities of Lakeport and Clearlake, respectively, ten within the various unincorporated areas of the County, and ten for unincorporated areas along state highways. In this fashion, the listed priorities will provide jurisdictions wishing to apply for competitive funding opportunities an advantage in that many of the potential project’s details will have already been evaluated (e.g. planning level costs, public input, etc.). The primary funding source is likely to be the Active Transportation Program (ATP) which will begin a new cycle in the spring of 2020.

A draft report has been made available for review and the public (along with the Board) now has the opportunity to provide comments at today’s meeting. Today’s presentation will provide a summary of the process as well as give examples of top priority projects evaluated in the study. The Lake APC Board will be asked to approve the document or to provide direction as to what, if any, revisions it would like to see made prior to approval.

Due to the size of the document file, it is posted for download on the project website at lakewalks.org. The link is: <https://www.lakewalks.org/documents>

ACTION REQUIRED: Consider approval of the Lake County Pedestrian Facilities Needs Inventory and Engineered Feasibility Study

ALTERNATIVES: Provide comments, recommended revisions and seek approval at the following APC meeting.

RECOMMENDATION: The Board approves of the Lake County Pedestrian Facilities Needs Inventory and Engineered Feasibility Study



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: 2020 Regional Transportation Improvement Program
Public Hearing and Adoption

DATE PREPARED: 11/7/19
MEETING DATE: 11/13/19

SUBMITTED BY: Danielle Casey, Project Coordinator

BACKGROUND:

Each odd-numbered year we consider the programming of projects that are to be included in the State Transportation Improvement Program (STIP) that goes into effect July 1 of the following year. We do this by developing our Regional Transportation Improvement Program (RTIP) which programs our Regional Improvement Program (RIP) shares of funding as identified by the California Transportation Commission (CTC) in the Fund Estimate (FE).

The CTC adopted the FE for the 2020 STIP on August 14, 2019. The estimate identified a STIP programming target through FY 2024/25 of \$189,000 for the Lake County Region. Of the \$189,000, \$108,000 are programmed for Planning, Programming and Monitoring, leaving \$81,000 available for new or existing projects.

At the September 17, 2019 meeting the TAC moved to leave the \$81,000 unprogrammed and available for future consideration when additional funds become available. The Lake APC board concurred with this recommendation. The attached RTIP has been prepared to reflect these recommendations. The TAC recommended approval of the document at their October 17, 2019 meeting.

The attached RTIP utilizes a template which was prepared by the Regional Transportation Planning Agency Group for use by regions statewide. The purpose of this template is to make RTIP submittals more consistent and present information in an organized and transparent manner. Some of the appendices have not yet been finalized, including location maps and PPR forms for the projects.

At this meeting, we will be reviewing and adopting the 2020 Regional Transportation Improvement Program. A draft resolution has been prepared which reflects the TAC recommendation. The final version of the RTIP is to be submitted to the CTC by December 15.

ACTION REQUIRED:

1. Make finding that proper notice of meeting has been provided. Notice was published in the Record Bee on 11/2/19.
 2. Receive staff report.
 3. Open public hearing.
 4. Receive public comments.
 5. Close public hearing.
 6. Action by Resolution on the 2020 Regional Transportation Improvement Program.
-

ALTERNATIVES: Adopt the RTIP with changes.

RECOMMENDATION: By resolution, adopt the 2020 Regional Transportation Improvement Program as presented and authorize staff to submit the adopted RTIP to Caltrans and the California Transportation Commission.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION NO. 19-20-10

RESOLUTION ADOPTING THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

THE AREA PLANNING COUNCIL HEREBY FINDS, DECLARES AND RESOLVES THAT:

WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The APC, as the RTPA, is required by State law to prepare, adopt, and submit to Caltrans and the California Transportation Commission by December 15, 2019, a Regional Transportation Improvement Program (RTIP); and
- In August of 2019 the California Transportation Commission released a 2020 State Transportation Improvement Program (STIP) Fund Estimate which identifies funds available for programming by regional transportation planning agencies; and
- The 2020 STIP Fund Estimate identified a new programming target for the Lake County region of \$189,000; and
- The Fund Estimate takes into account the \$543,000 that was added to Segment 2C of the SR 29 project at the June 2019 CTC meeting and previously approved by the APC board; and
- The APC conducted a competitive application cycle for projects to utilize available funding; and
- The 2020 RTIP has been prepared which includes the following programming:

Planning, Programming & Monitoring	\$108,000
Total All Programming Needs:	\$108,000
- The Technical Advisory Committee has voted to leave the remaining \$81,000 unprogrammed at this time; and
- The APC also desires to make minor programming changes, including schedule changes, to existing STIP projects, as listed in the Project Programming Request Index and shown in individual Project Programming Request forms; and
- The APC desires to keep all other existing project programming intact unless otherwise identified in the RTIP document; and
- The Technical Advisory Committee has recommended approval of the 2020 Regional Transportation Improvement Program; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The APC finds that the 2020 Regional Transportation Improvement Program (RTIP) is consistent with Lake County's adopted Regional Transportation Plan; and

The APC hereby adopts the 2020 Regional Transportation Improvement Program (RTIP), including programming identified above, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 13^h day of November 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

WHEREUPON, THE CHAIRMAN DECLARED THE RESOLUTION ADOPTED, AND SO ORDERED.

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member

Lake County/City Area Planning Council
2020 Regional Transportation Improvement Program
Adopted November, 2019

INSERT COVER LETTER

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The Lake County/City Area Planning Council (APC) is the Regional Transportation Planning Agency (RTPA) for Lake County. The APC is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law and the adopted 2017 Lake County Regional Transportation Plan.

On August 14, 2019, the California Transportation Commission adopted the 2020 State Transportation Improvement Program Fund Estimate. The Fund Estimate identified a STIP programming target through FY 2024/25 of \$189,000 for the Lake County region. This estimate takes into account the \$543,000 that was added to Segment 2C of the SR 29 project at the June CTC meeting. The available funding includes \$108,000 available for Planning, Programming & Monitoring, leaving \$81,000 available for projects.

The \$81,000 available has not been programmed for new or existing projects. It will be left for future funding considerations.

Section 2. General Information

- **Regional Agency Name**
Lake County/City Area Planning Council

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.lakeapc.org>

RTIP document link: <https://www.lakeapc.org/library/plans/>

RTP link: <https://www.lakeapc.org/wp-content/uploads/2018/06/2017-RTP-Final.pdf>

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The APC has identified priority, regionally significant projects to be considered for RTIP funding. In STIP cycles when those projects do not need funding, or there are remaining funds available after providing for those projects, local agencies may apply for funding. Funds are then awarded based on adopted criteria. The project recommendations are made by the Technical Advisory Committee then presented to the APC Board, typically in November. The final RTIP and project selection is then adopted by the APC Board at a public hearing in November or December.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

No projects have been completed between the adoption of the RTIP and the adoption of the previous RTIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Regional Agency adopts 2020 RTIP	November 13, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

RTIP projects are derived from the Regional Transportation Plan, which is developed through extensive public participation. The public participation process for the current RTP included public workshops held throughout the County, public events, public hearings, and surveys. Interagency and Intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial stages of plan development, and throughout the process.

In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers. As described in Section B, priority regional projects have been established by the APC. When available and if needed, funding is awarded to these projects prior to other projects being considered for funding. If additional funding is available, projects are selected through a competitive process using adopted criteria.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 1

The APC works with Caltrans in preparation of the RTIP through the Technical Advisory Committee and through participation on the Policy Advisory Committee. For regionally funded projects on the State system, the APC receives information from project managers at Caltrans regarding needed programming, which is then proposed in the RTIP. No funding of this nature is proposed in this RTIP.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

\$189,000 STIP Target

B. Summary of Requested Programming –

The following table summarizes new programming.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming & Monitoring		\$108,000

C. Summary of Programming since 2018 RTIP Approval –

The following table summarizes programming since the previous RTIP approval.

Project Name and Location	Project Description	Requested RIP Amount
Lake 29 Expressway – Segment 2C	Near Kelseyville from 0.6 mile north of the Junction of SR 29/281 to 0.6 mile north of the Junction of SR 29/175. Construct an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway Project.	\$543,000

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program (RIP) Projects

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	Local Funds	SHOPP	DEMO	Utility Underground Funding	
Lake 29 Expressway (Segment 2C)	15630	17951		72882			106463
Lake 29 Expressway (Segment 2A)	900	5100					6000
Lake 29 Expressway (Segment 2B)	900	5100					6000
South Main St. Widening & Bike lanes	5547		47		1707	1250	8551
Soda Bay Rd. Widening & Bike lanes	1503		1		1493	1250	4247
Totals	24480	28151	48	72882	3200	2500	131,261

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

No ITIP funding is requested.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

The significant corridor in the Lake County region is the SR 20 Corridor, which also includes portions of SR 29. Existing funding is programmed for an expressway project along this corridor. Additional funding is proposed in this RTIP for this project. There are no other projects planned or underway within corridors identified in the 2018 RTIP.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The Lake County region does not have a Sustainable Communities Strategy or Alternative Planning Scenario. The region is not currently monitoring the performance measures listed in the RTIP template other than Pavement Condition Index on local streets and roads. However, as there are no large-scale local road rehabilitation projects included in the STIP programming for the region, this measurement is not relevant to evaluation of this RTIP. As an alternative to the suggested measures, the APC has prepared the following evaluation of the effectiveness of RTIP projects in achieving the goals and objectives of the RTP.

Below are relevant goals, policies, and objectives excerpted from the 2017 Lake County Regional Transportation Plan, adopted by the APC in February of 2018. The following tables from the RTP summarize the projects from the 2018 RTIP, all of which have been carried over from previous STIP cycles. Specific goals, objectives and policies are then listed which support each project, followed by a description of how the projects link to the objectives and policies.

ELEMENT: OVERARCHING POLICIES

Objectives	Policies
1. Coordinate, support and encourage multi-modal regional planning activities in Lake County across all jurisdictional boundaries	1.1 - Participate in the regional planning efforts of other agencies
	1.2 - Coordinate with local and state agencies on health, security and emergency response planning efforts
	1.3 - Assist and encourage local agencies in their efforts to implement the Lake County 2030 Regional Blueprint
	1.4 - Incorporate Blueprint principles and policies into planning documents
	1.5 - Pursue funding from various sources to fund planning projects consistent with the Lake County 2030 Regional Blueprint
2. Support Complete Streets planning to improve connectivity of the transportation system	2.1 - Pursue funding in partnership with federal, state and local agencies to fund projects consistent with California’s 2008 Complete Streets legislation
	2.2 - Encourage local agencies to adopt Complete Streets policies and implement Complete Streets strategies and projects
	2.3 - Incorporate Complete Streets concepts and policies into future planning documents
	2.4 – Encourage and support and encourage transit and Active Transportation planning and facility improvements
	2.5 – Utilize principles developed through the Wine Country Interregional Partnership (IRP) to identify strategies to improve the jobs-housing imbalance
	2.6 - Support effort to reduce dependency on automobile use
	2.7 – Support and facilitate the installation of electric vehicle charging stations for public use
3. Reduce Greenhouse Gas Emissions by promoting and facilitating transit use and increasing Active Transportation alternatives	3.1 - Facilitate implementation of the Countywide Safe Routes to School (SRTS) Plan and construction of SRTS projects to encourage students to walk and bike to school rather than traveling by car
	3.2 - Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful
	3.3 - Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process
4. Reduce and mitigate environmental impacts of current and future transportation projects	4.1 - Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities
5. Increase funding for transportation planning, pre-construction activities and construction	5.1 - Pursue non-traditional funding sources for planning, pre-construction and construction of transportation projects
	5.2 - Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in the Regional Transportation Plan

ELEMENT: STATE HIGHWAY SYSTEM

Goal: Provide a safe, well-maintained and efficient State highway network that addresses regional and statewide mobility needs for people, goods and services.

Objectives	Policies
<p>1. Improve mobility on the state highway system throughout Lake County</p>	1.1 - Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Dr. – S.R. 175) Expressway Project
	1.2 – Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and INFRA funding for the Lake 29 (Diener Drive – SR 175) Expressway Project
	1.3 – Support periodic update of the approved environmental document for the Lake 29 (Diener Drive – SR 175) Expressway Project to ensure its long-term viability in aiding project implementation into the future
	1.4 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan
	1.5 - Identify for funding consideration projects consistent with the SR 53 Corridor Study.
	1.6 - Implement strategies and projects to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of SR 20, 29 and all of 53) to travel through Lake County.
	1.7 - Consider strategies and improvements consistent with the Lake County 2030 Regional Blueprint Plan.
	1.8 – Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP)
	<p>2. Improve safety conditions on the State highway system serving Lake County</p>
2.2 - Coordinate with local and state agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.	
2.3 - Implement traffic calming & safety improvements along sections of highway segments that function as “Main Street” in communities including Middletown, Lucerne, Nice, and Clearlake Oaks.	
2.4 - Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR175, & SR 281) in Lake County.	
2.5 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan	
2.6 – Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan projects in North Shore communities	
2.7 - Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as “Main Street” in Lake County Communities	
2.8 - Consider construction of grade separations (interchanges, overpasses and underpasses) as well as roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial System	
2.9 - Facilitate the identification of State highway related safety issues within local communities and throughout the County	

Objectives	Policies
	2.10 - Coordinate with Caltrans to identify safety issues and provide input to the District 1 State Highway Operations and Protection Plan (SHOPP)
	2.11 – Support the continued development of the Upstate CA Regional ITS Plan for the North State Super Region. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan
3. Facilitate efficient and safe transportation of goods within and through Lake County	3.1 – Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Expressway Project
	3.2 – As a secondary priority, identify constraints to highway freight movement on segments of the Principal Arterial System not yet programmed for improvement
	3.3 – Identify improvements to Minor Arterial segments of the State Highway system that facilitate safe and efficient goods movement
	3.4 - Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement
	3.5 - When planning and designing road projects, consider the needs of vehicles used for goods movement, including STAA trucks, and vehicles transporting agricultural commodities and products

ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

GOAL: Provide a well maintained, safe and efficient local circulation system that is coordinated and complementary to the State highway system, and meets interregional and local mobility needs of residents, visitors and commerce.

Objectives	Policies
1. Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans and policies, and Complete Streets policies	1.1 - Identify local streets and reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.
	1.2 - Funding resources that may be available through the STIP will be prioritized for capital and safety projects and may not be generally available for rehabilitation projects.
	1.3 - Plan and design rehabilitation and reconstruction projects consistent with the Complete Streets Act of 2008.
	1.4 - Use the Pavement Management Program to identify and prioritize rehabilitation needs.
2. Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development	2.1 - Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects
	2.2 - Support establishment of traffic impact fees to construct new transportation facilities associated with new development
3. Improve traffic flow, capacity, safety and	3.1 - Identify for funding consideration local streets and roads capacity, safety and operational projects from funding resources available through STIP and other resources.

operations on the local transportation network	3.2 - Implement improvements identified in the Capital Improvement Program of the Roadway Needs Study.
	3.3 - Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	3.4 - Limit the approval of new direct access points to State highways
	3.5 - Plan and design local and State improvements consistent with the 53 Corridor Study
	3.6 - Plan and design improvements consistent with the Highway 20 Traffic Calming and Beautification Plan
4. Pursue Federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this plan	4.1 - Consider development and implementation of a Transportation Impact Fee Program in coordination with Caltrans, the County of Lake, the City of Lakeport and the City of Clearlake.
	4.2 - Assist local agencies in identifying and applying for funding resources for improvements to all travel
	4.3 - Actively pursue funding including local, state, federal and private sources, including local-option sales taxes, fees and other programs

ELEMENT: BICYCLE AND PEDESTRIAN

GOAL: Provide safe, adequate and connected facilities and routes for bicycle and pedestrian travel within and between the communities of Lake County.

Objectives	Policies
1. Facilitate and promote walking, bicycling and other active modes of transportation	1.1 – Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities
	1.2 - Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities
	1.3 - Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects
	1.4 - Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act
2. Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled	2.1 – Act to reduce greenhouse gas emissions and vehicle miles traveled by increasing pedestrian and bicycle trips
	2.2 - Promote safe and convenient bicycle and pedestrian access to transit
	2.3 - Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses
3. Enhance public health through the development of active transportation projects	3.1 - Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities
4. Preserve investments in the multimodal transportation system	4.1 – Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation
	4.2 - Plan and budget for lifecycle costs when constructing new facilities for active transportation

5. Increase funding for transportation planning, design and construction	5.1 – Pursue non-traditional funding sources for planning, design and construction
	5.2 - Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation plan
	5.3 - Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects
	5.4 - Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities

**Summary and Evaluation of Projects from the Lake County
2020 Regional Transportation Improvement Program**

Local Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
City of Lakeport	Lakeport Blvd & South Main St Intersection Improvements	3089	LR Objective 3, Policy 3.1	This project will construct a roundabout, thereby improving the flow of traffic and increasing safety through this busy intersection.
City of Clearlake	Dam Rd/Dam Rd Extension Roundabout		LR Objective 3, Policies 3.1, 3.5, SH Objective 1, Policy 1.5	This project will provide a connection on the local road system that was identified in the SR 53 Corridor Study and will relieve traffic impacts on SR 53.
Lake County	Soda Bay Road Widening & Bike lanes	3033R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Lake County	South Main St. Widening & Bike lanes	3032R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Caltrans	Lake 29 Expressway Project (Segments 2A, 2B & 2C)	3100	O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2	Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement.

Key: O = Overarching Policies
LR = Backbone Circulation and Local Roads

SH = State Highway System
BP = Bicycle & Pedestrian

Section 11. Regional and Statewide Benefits of RTIP

The existing programmed projects provide significant regional and statewide benefit. The Lake 29 Expressway Project will provide a 60% improvement to safety in an area with a history of numerous fatal accidents. The project will reduce both collisions and congestion and improve efficiency of goods movement.

This portion of SR 29 is part of the Route 20 Principal Arterial Corridor, which was identified by Caltrans as a High Emphasis Focus Route in California. This route provides a critical connection between the I-5 corridor in the Sacramento Valley and the US-101 corridor serving the north coast, and provides links between the largest population centers of Lake County. Improving this section of the Route will serve both local residents and the traveling public.

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through inclusion of bike lanes in the two largest local road projects, the South Main Street and Soda Bay Road Corridor improvement projects. One intersection improvement project is planned which will provide significant improvement to traffic flow and reduction of congestion in a busy commercial area of Lakeport. The Dam Road/Dam Road Extension Roundabout project will relieve congestion which is currently backing up onto SR 53.

The array of projects programmed in the RTIP serves a range of modes and provide a clear benefit to both the region and the state.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The region is not currently collecting quantitative data related to the cost effectiveness indicators listed in the RTIP template other than Pavement Condition Index on local streets and roads. We have, therefore, developed the following qualitative evaluation of the RTIP using the Rural Specific Cost Effectiveness Indicators.

Congestion Reduction: Two of the projects included in this RTIP are intersection improvements that will provide roundabouts at congested intersections. These intersections are all at high volume locations which experience severe congestion at peak times. They are all currently controlled by signage only. These improvements will significantly reduce vehicle idling and congestion at peak times without adding increased capacity. Two of the projects will result in reduced congestion by providing enhanced bicycle and pedestrian access through busy areas, encouraging greater use of these alternative forms of transportation and less vehicular travel in congested areas. The Lake 29 Expressway will provide passing opportunities to relieve congestion. The upgrade of this section of the Principal Arterial Corridor will help to redirect truck traffic from the narrow and winding SR 20 that runs along the north side of Clearlake.

Infrastructure Condition: The South Main & Soda Bay Road Corridor project will completely reconstruct a length of a busy commercial corridor with a PCI of 37 (as of 2018). Although this roughly 4 mile stretch of road will not make a significant change in the County's overall PCI, it is a significant regional route.

Safety: The two roundabout projects in the RTIP will result in fewer vehicle conflicts. Safety will also be significantly improved for pedestrians in several of the projects that provide new or improved sidewalks and safer crossings. The most significant safety improvement in the RTIP will be provided by the Lake 29 Expressway project. This project will provide a 60% improvement in safety along a stretch of highway which currently has accident rates that are nearly six times the statewide average.

Environmental Sustainability: Nearly all of the projects in the RTIP will enhance environmental sustainability in the region's transportation system. New or enhanced pedestrian facilities will increase mode share for walking and biking. Improved intersections will decrease idling, and thereby, decrease greenhouse gas emissions. Encouraging the redirection of truck traffic from SR 20, where the highway is "Main Street" for many communities will improve the environment within those communities.

Section 13. Project Specific Evaluation (Required per Section 19D)

The APC is not proposing any new projects that require project specific evaluations.

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

For project locations, see maps in the Section 18 Appendix.

AGENCY	PROJECT	COMPONENT	Prior	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Clearlake	Dam Rd/Dam Rd Extension Roundabout	E&P	211					
		PS&E		563				
		ROW			570			
Lakeport	Lakeport Blvd & S. Main Intersection	E&P	71					
		PS&E		88				
		ROW		106				
		CON				700		
Caltrans	Lake 29 Expressway 2C	ROW*	13,308					
		CON	69,274					
	Lake 29 Expressway 2A	PS&E	6000					
	Lake 29 Expressway 2B	PS&E**	6000					
Lake County	South Main Street Corridor Improvements	CON		4416				
	Soda Bay Road Corridor Improvements	CON		662				
APC	PPM		75	46	56	47	48	50
	TOTAL PROPOSED PROGRAMMING		94,939	5881	626	747	48	50

*Note: The funding shown for Lake 29 Expressway Segment 2C CON is an increase of \$543 since the last STIP cycle.

Approved by CTC 6/29/2019

F. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section

Section 16. Board Resolution or Documentation of 2020 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 17. Detailed Project Programming Summary Table (Optional)

Section 18. Project Location Maps



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Discussion and Possible Action to Amend Lake APC Rules Adding Language Regarding the TAC and Other Subcommittees **DATE PREPARED:** November 5, 2019
MEETING DATE: November 13, 2019

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: Recent staff turnover at several of the local agencies as well as inconsistent attendance led to a review of the Technical Advisory Committee (TAC) staff roster and its practices. While no mention of the TAC or other advisory subcommittees were found in the APC Rules, references have been found in a 1987 MOU between Caltrans and Lake APC that “the Area Planning Council will have a Technical Advisory Committee” to advise on all technical aspects of regional transportation planning. Likewise, Transportation Development Act (TDA) requirements for a Social Services Transportation Advisory Council (SSTAC) led to that group’s formation without acknowledgement in the APC Rules. Given the ambiguous origins of the TAC and other advisory bodies, staff believed it appropriate to seek revisions to the APC Rules in order to clarify the roles and procedures of such committees.

The original Rules for the Lake County/City Area Planning Council (Lake APC) were adopted in 1972, with a “First Amendment” to the Rules subsequently adopted in 1991 and ratified in 1992. Staff is recommending that a “Second” amendment to the Rules be adopted reflecting the role of the TAC as well as other standing committees such as the Policy Advisory Committee (PAC) and the Social Services Transportation Advisory Council (SSTAC). Attached to this report is the language recommended to amend the current rules.

Technical Advisory Committee (TAC)

The membership of the TAC has consisted for approximately 30 years or more of the Director of Public Works of Lake County, the Community Development Directors of Lake County and the cities of Clearlake and Lakeport, the City Engineers of Clearlake and Lakeport, the Commander of the Lake County Office of the California Highway Patrol, and a transportation planner from the Caltrans District One Office, for a total of eight members. Over the past several years, TAC meetings have consisted primarily of public works representatives from each of the three jurisdictions. Lake Transit has also been represented at many of the meetings, although not as an “official” voting member. As a result, staff began to question whether quorums were technically present for actions or official recommendations to be made to the Board on certain topics.

The issue was brought before the TAC at meetings held in May and August, where a recommendation to the Board was obtained on what a revised membership should look like. The primary change to what has been the longstanding make-up of the TAC is the addition of a Lake Transit Authority (LTA) representative. Another notable part of the TAC related portion of the amendment is a recommendation that two-thirds of those present should be required to approve a motion (see attached recommended revisions to the APC Rules).

Other Advisory Committees

Additional language is proposed to be added to the Rules reflecting the current “de facto” existence of both the Policy Advisory Committee (PAC) and the Social Services Transportation Advisory Council (SSTAC). No changes to the longstanding memberships of either are proposed.

Should the amended language be adopted, ratification will be required by each of the three member jurisdictions, at which point the Second Amendment will become effective. Also, pursuant to the noted 1987 MOU between Caltrans and the Lake APC, amendments to its language may be made by “written agreement of the parties.” These changes would be brought back to the Board at a later date pending the decision of the Board today.

ACTION REQUIRED:

Consideration of adopting the Second Amendment to the APC Rules.

ALTERNATIVES:

Take no action and request staff to make further revisions prior to consideration.

RECOMMENDATION:

Adoption of the Second Amendment to the Lake APC Rules as presented by staff.

Second Amendment to Rules

The following amendments are proposed to Paragraph 8 of the Rules of the Lake County/City Area Planning Council:

8. ~~EXECUTIVE SESSIONS:~~

~~_____The Council reserves the right to hold executive sessions at any time to consider the employment of, or dismissal of any public officer, independent contractor, or employee of the Council. Such executive sessions, if held, shall comply with all provisions of the RALPH M. BROWN ACT as set forth in the Government Code of the State of California.~~

8. STANDING COMMITTEES:

a. Executive Committee: The Council may appoint an Executive Committee consisting of the Chair, the Vice Chair and a third council member from a city, the County, or Member-at-Large. The Executive Committee may carry on the administrative and executive functions of the Council between regular meetings of the Council. The Executive Committee may also be used to oversee the personnel budget and policy issues and make recommendations to the full Council. The Council shall attempt to appoint members to the Executive Committee that reflect a balance between city and County representation.

_____The Executive Committee reserves the right to hold executive sessions at any time to consider the employment of, or dismissal of, any public officer, independent contractor, or employee of the Council. Such executive sessions, if held, shall comply with all provisions of the Brown Act as set forth in the Government Code of the State of California.

b. Policy Advisory Committee (PAC): The PAC shall consist of the eight (8) Council members and one representative of the California Department of Transportation (Caltrans). The Council's agendas shall be structured such that the Caltrans representative, as a member of the PAC, shall have a vote on all matters dealing with transportation.

c. Technical Advisory Committee (TAC): The TAC shall consist of the Director of Public Works of Lake County, the Community Development Directors of Lake County and the cities of Clearlake and Lakeport, the City Engineers or Public Works Directors of Clearlake and Lakeport, the Commander of the Lake County Office of the California Highway Patrol, a representative from the Lake Transit Authority, and a transportation planner from the Caltrans District 1 Office, or authorized technical representatives from any of these noted agencies, for a total of nine (9) voting members. If a vote is required, and a quorum is not present, a motion must pass with a two-thirds majority of those members present voting in the affirmative.

_____The Lake APC seeks the TAC's professional expertise as an independent technical committee. Lake APC recognizes that the TAC is to review material presented before it and make recommendations to the Council. Lake APC also recognizes that, although the impact of

the TAC's recommendations on an individual constituent agency may be a factor, the decision-making process must remain a combination of technical information and individual TAC members' education, experience, and professional judgement. Recommendations to the Council shall remain focused on improvement of the transportation system based on technical considerations.

The Lake APC Executive Director or his/her authorized representative shall have the responsibility of chairing the TAC and ensuring that the TAC's recommendations are reported to the Council.

d. Social Services Transportation Advisory Council (SSTAC): The purpose of the SSTAC is to advise the Lake APC on matters involving the needs of the transit dependent and transit disadvantaged, including the elderly, disabled and persons of limited means. The SSTAC shall consist of a representative of potential transit users 60 years of age or older, a potential transit user who is disabled, two representatives of local service providers for seniors, two representatives of local service providers for the disabled, a representative from a local social service provider for persons of limited means and two representatives from the local Consolidated Transportation Services Agency (CTSA), for a total of nine (9) voting members.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 19-20-11

Amendment to Rules

THE LAKE AREA PLANNING COUNCIL HEREBY FINDS, DECLARES AND RESOLVES THAT:

WHEREAS, the Lake Area Planning Council adopted certain Rules pursuant to Resolution 72-1; and

WHEREAS, a Joint Powers Agreement was entered into on May 16, 1986, officially authorizing the formation of the Lake Area Planning Council

WHEREAS, certain of those Rules were amended (First Amendment) by the Lake Area Planning Council on October 9, 1991, pursuant to Resolution 91-92-20, with the required ratification of the member legislative bodies having been obtained on November 4, 1991 (City of Lakeport), July 21, 1992 (County of Lake), and July 27, 1992 (City of Clearlake), respectively; and

WHEREAS, certain Rules have been outdated or otherwise found to be in need of clarification by virtue of actual practices of the Lake APC; and

WHEREAS, the Lake Area Planning Council now wishes to amend its Rules in order to better reflect the actual practice of the Council;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council hereby adopts the Second Amendment to the Rules as set forth in the attached document entitled

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 13th day of November 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

WHEREUPON, THE CHAIRMAN DECLARED THE RESOLUTION ADOPTED, AND SO ORDERED.

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Meetings Attended by APC Staff

DATE PREPARED: November 5, 2019

MEETING DATE: November 13, 2019

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

Since our last Lake County/City Area Planning Council (APC) meeting packet, Administration and Planning staff has attended (or will have attended) the following statewide and local meetings on behalf of APC:

1. Lake APC Meeting 10/2/19
Lakeport
(Davey-Bates, Pedrotti, Barrett, Speka, Sookne, Parker)
2. State Route 53 Consultant Selection Committee 10/3/19
Lakeport
(Speka, Casey)
3. Eleventh Street Corridor Study TAG Meeting 10/8/19
Teleconference
(Davey-Bates, Speka)
4. Hwy 20 Northshore Traffic Calming Plan Project Meeting 10/9/19
Teleconference
(Speka)
5. Lake TAC Meeting 10/17/19
Lakeport
(Davey-Bates, Barrett, Pedrotti, Speka, Casey)
6. Pedestrian Facility Needs Inventory and EFS (LakeWalks) Project Meeting 10/17/19
Teleconference
(Speka)
7. Hartmann Roundabout Ceremony 10/17/19
Middletown
(Davey-Bates)
8. SB 1 Local Partnership Workshop 10/21/19
Sacramento
(Davey-Bates, Barrett)
9. Pedestrian Facility Needs Inventory and EFS (LakeWalks) Project Meeting 10/22/19
Teleconference
(Speka)
10. Hwy 20 Northshore Traffic Calming Plan Project Meeting 10/23/19
Teleconference
(Davey-Bates, Speka)

- | | |
|---|---------------|
| 11. ATP Symposium
Sacramento
(Speka) | 10/29 - 30/19 |
| 12. Pedestrian Facility Needs Inventory and EFS (LakeWalks) Project Meeting
Teleconference
(Speka) | 11/5/19 |
| 13. Hwy 20 Northshore Traffic Calming Plan Project Meeting
Teleconference
(Davey-Bates, Speka) | 11/6/19 |
| 14. Eleventh Street Corridor Study TAG Meeting
Teleconference
(Davey-Bates, Speka) | 11/6/19 |
| 15. Transit & Intercity Rail Capital Program (TIRCP) Concept Mtg.
Oakland
(Davey-Bates, Sookne, Speka) | 11/7/19 |
| 16. California Special Districts Association – Board Secretary/Clerk
Monterey
(Parker, Roumiguere Galliani) | 11/11 - 14/19 |
| 17. APC - Admin/Planning Coordination Meeting
Ukiah
(All) | 11/12/19 |
| 18. Caltrans/RTPA Quarterly Meeting
Teleconference
(Davey-Bates, Barrett) | 11/12/19 |

I will provide information to Board members regarding the outcome of any of these meetings as requested.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.